

Stakeholders Roundtable Meeting Notes

Klineline Bridge Replacement Project

CRP # 341322

May 10, 2006

Informational displays and staff were available at 5:00 p.m., and the meeting began at 5:30 pm. The meeting adjourned at 8 p.m. The purpose of the meeting was to gather stakeholders together to have an informed discussion about the construction options for Klineline Bridge.

Public Involvement Consultant Jeanne Lawson reviewed the presentation agenda, ground rules were discussed and general introductions were made. The group consisted of Clark County Employees, property owners, business community members, neighborhood associations, and residents, as well as representatives of the Vancouver School District, Sheriff's Office, Fire District #6, the Regional Transportation Commission, Army Corps of Engineers (ACE), and Washington Department of Fish and Wildlife (WDFW).

The following issues and questions were addressed:

- A. *Are hydraulic project approvals required due to the in-stream work?* – Yes
- B. *What is the in-stream work window?* – Annually approximately July thru September
- C. *Has there been a site specific environmental analysis conducted yet?*
Biological Assessment? – Karen Streeter from Clark County stated we are in the process of doing this right now. The analysis and permits will address stream bed restoration, removal of artificial rubble and reconstruction of the stream bed. Applications have not yet been submitted to WDFW and the ACE. [Click here for the updated status report on environmental permitting.](#)
- D. *How long is the permit good for?* – 5 years.
- E. *Is a one season project better for the fish than two?* – Sam Kolb with WDFW states preference is to get it done in one season, but the county could probably mitigate for two work seasons. Karen confirmed that it would be better from an environmental and cost perspective to complete the project in one season.
- F. *How often does Public Works complete these types of projects on time?* – Linda indicated according to a data base maintained by Construction Management about 90% of our projects are completed within the contracted time. Linda clarified the difference between time frames for design work, versus work completed after a bid award. Work is completed fairly consistently within the contracted period.

G. Working days were defined as Monday thru Friday, excluding holidays and adverse weather conditions. It was unclear to a few attendants the difference between measuring a project by working days or calendar months or calendar days. – 350 working days equals approximately 18 calendar months. Calendar days are continuous days.

H. Questions arose about the current 117th /119th Street and completed Hwy 99 realignment projects estimated completion dates and actual completion date. – For Highway 99: Design started in September 1999; the construction bid opening was March 2004; construction started April 2004 and road construction was complete in March 2005; and the 20th Ave. bridge work was complete in July 2005. For NE 117th St/119th Street: These were two separate design projects combined for construction. The Bid opening was in April 2005; construction started in May 2005 and was contracted for completion June 15, 2006. The 117th/119th St. project will be completed within the contract period, without any delays.

I. *Does the completion date for the stream restoration reflect other non-structural improvements?* – Staged construction would complete the in-stream work in one season during the second stage of the project.

J. *Is this project going to be measured in months or working days?* – The county can hold the contractor to either standard.

K. *Why were the La Center and Heisson bridge projects added to the presentation?* – Jeanne clarified bridge information presented was to demonstrate what has happened on other projects. Contrasts were discussed illustrating that projects with full closure go quicker than projects with through traffic maintained. Possible time saving options such as working overtime were discussed.

L. It was stated that there will be an estimated 1200 ft. of work on the south end and 400 feet of work on the north end of the bridge. The only approach work to be done will be done to tie the bridge widening into existing roadway.

M. *What plans do we have for that land? Is this project phase one of a multiple project long-term plan? An on-line map indicates that there is anywhere from 60 to 75 feet of county right-of-way (ROW) land from the center lane.* The bridge replacement project and Highway 99 road improvement projects will utilize existing county ROW. The bridge project will have minimal impacts to property owners due to the realignment of Klineline Road. The Highway 99 road project, which will start later this year, will start where the bridge replacement project ends to the south and proceed to the intersection with NE 99th Street. The county will retain any land not utilized for the bridge or road projects.

N. *Will there be a turn lane from Hwy 99 to 121st?* – Rob Klug stated ‘Yes,’ indicating goals of the project include improving safety and mobility. We will do our best to address everyone’s concerns. Linda added beautification and revitalization in the Hwy. 99 corridor includes raised medians and planting strips. One of the objectives of the bridge replacement project is to set the tone that can be replicated for Hwy 99 corridor improvements.

O. It was mentioned that the stream restoration part of this project was appreciated by the community

P. Additional information needed to discuss trade-offs include the issues of mobility and safety. Rob Klug discussed the fact that partial closure means 14’ wide

north and south bound lanes divided by 3' high jersey barriers, cueing will start ¼ of a mile before the bridge.

Q. Businesses in the limited access area will need safe access breaks. Cross-traffic flows will be restricted, and may include right-in-right-out access only.

R. There is significant concern about impacts to the 20th Ave. and 134th Street intersections. The issues include loss of business traffic to the restaurants and other businesses in the area, as well as diverting more traffic into the already congested 134th Street area.

S. *How much of the burden will Salmon Creek Ave. (SCA) carry during construction?* The model shown by the Regional Transportation Commission (RTC) indicates an additional 440 cars during P.M. peak hour will utilize SCA for the 5-7 months of full closure; and 195 vehicles during P.M. peak travel for the 18-24 months of staged construction. Under both scenarios, the work on I-5 will be complete, and a majority of travelers will utilize I-5.

T. Questions about the cost difference between a one and two phase project were discussed. Doug Sarkkinen from Kramer Gehlen explained the current bid climate is experiencing rapidly accelerating costs for petroleum products, concrete & steel. We are using the results of recent bid prices, as well as examining different construction approaches for the updated estimate. We are revising these numbers right now, updated cost saving projections will be available/provided in the next 2 weeks.

U. Concern was expressed about traffic displacement. Rob explained current traffic counts for Kline Line Bridge crossings are somewhat skewed due to the current I-5 road construction, indicating typical traffic should be 10% to 15% less. – Please see item O.

V. *What does the I-5 construction timeline look like compared to the Kline Line Bridge timeline?* The I-5 work over Salmon Creek between NE 99th Street and NE 134th Street will be complete before the Kline Line Bridge replacement. The Salmon Creek (aka Bett's Bridge) replacement project on NE 119th St/ Salmon Creek Ave. will also be complete before the county bids the Kline Line bridge.

W. I-5 and Hwy 99 are both designated emergency routes for the other roadway. Is there an I-5 closure model? *What is going to happen if there is an accident or other event on I-5 during Kline Line Bridge Construction?* We need to consider a scenario that considers an Amphitheater event, a WSU sports event, a vehicle breaking down on the partially closed bridge, or other scenario. – County staff will discuss this concern with WSDOT staff.

X. School busses and delivery trucks are going to need turn-arounds.

Y. The 139th interchange project will not start until Kline Line bridge is replaced.

Z. *What traffic delays can be expected under a partial closure scenario?* - It is difficult to create a model based on how many people will choose not to enter the corridor due to construction, but we can suggest a travel time model that would reflect both closure options.

AA. *Have fly-over alternatives been considered?* The project team has explored multiple alternatives and will continue to look at feasible and cost-effective approaches which shorten the project duration, and/or minimize impacts.

- BB. Emergency response times are increased significantly. Fire District # 6 is strongly opposed to full closure of bridge.
- CC. Business owners are concerned about loss of business due to construction and the possibility of bankruptcy. Apparently the work on 63rd over I-205 resulted in businesses failing. Business owners appear to favor the project being completed in one season. – The county will continue to work with them.
- DD. *If the bridge is going to remain open during construction will there be any intermittent, temporary full closures perhaps at nighttime?* Yes – nights and/or weekends. Electronic signage will be posted ahead of time and a press-release distributed.
- EE. There needs to be a major publicity campaign on the closure, for business customers, residents and commuters. It is likely that even residents of Salmon Creek may not know alternative routes to drive. People need to know how long various commutes will take in real time. – See Z above.
- FF. Everyone needs to understand what the options are and what is going to happen. We need to inform residents, commuters, customers and business owners about this project.
- GG. A business owner states that 34% to 40% of Salmon Creek area business was lost during construction of the Highway 99 realignment/20th Ave bridge widening project.
- HH. The owners of Henderson & Daughter urged the community and county to utilize the shorter-term, full closure option, as substantially better for their business. They explained they have been in Clark County for 30 years, and at the same location for 18. The customer base they have established, and continue to build, comes from long distances and there is a fear that construction will discourage them. They compete with other home improvement businesses, and major construction impacts will cause them to loose customers.
- II. Back to back projects are overwhelming to business owners.
- JJ. What timeline options are there? Are they flexible?
Is another meeting necessary? Most stakeholders agree, yes.
- KK. Some questions have not been answered yet. There needs to be answers to the questions brought up before the next meeting.
- LL. The County agrees to address the questions and distribute the meeting summary.

Summary prepared by:
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